

2040 Regional Transportation Plan

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Excerpt from Executive Summary

Due to a statewide concern for insufficient transportation funds, Assembly Bill 191 has required all counties in Nevada to place a question on the November 2016 ballot asking the voters whether to index the motor vehicle fuel revenue tax to a specified inflation rate, except Washoe County, which already has fuel revenue indexing. If voters turn down the fuel revenue indexing, local decisions makers will continue to have difficult choices to make regarding the prioritization of capital improvement projects and maintenance projects. More information is provided in Chapter 3 *Funding*.

As all three-member agencies struggle to allocate funding resources, pavement management strategies are being used to maintain roadway pavement conditions at the lowest cost. All three agencies are in the process of developing or actively maintaining pavement management software. The software maintains an inventory of roadway conditions and schedules major and minor maintenance treatments to maximize the life span and condition of roadways. While this software is extremely useful to local agencies, the software does have a limitation. As the software aims to maintain roadway conditions, roadways that are no longer cost effective to maintain receive lower priority than new or recently constructed roadways. As a result, a balanced approach between maintaining better roads longer and repairing unsafe roadways must be achieved. More information is provided in Chapter 4 *Transportation System*.

The current transportation act, Fixing America's Surface Transportation Act, requires metropolitan planning organizations (MPOs) to establish a performance based planning approach. CAMPO has adopted the following thirteen objectives to support long-range and short-range investment decision making:

- **Reduce the number of transportation system fatalities**
- **Reduce the number of transportation system serious injuries**
- **Reduce the rate of transportation system fatalities**
- **Reduce the rate of transportation system serious injuries**
- **Improve the pavement condition of roadways in the CAMPO boundary**
- **Reduce the amount of roadways in poor or very poor condition**
- **Have no structurally deficient bridge decks in the CAMPO boundary**
- **Increase the number of ADA compliant transportation facilities**
- **Improve transit system efficiencies and accessibilities**
- **Maintain or improve travel times**
- **Improve travel times on major truck routes during peak hours**
- **Foster quality of life in the CAMPO boundary by increasing transportation choices and access to transportation services for all users**
- **Accommodate additional modes of transportation on existing transportation facilities**

In compliance with federal regulations and to enhance regional planning efforts, CAMPO in coordination with the Nevada Department of Transportation and Nevada's three other MPOs, have established performance measures to track progress towards the plan's objectives. The introduction of measures into CAMPO's regional transportation plan will establish a baseline of information for future measures and will allow for the future evaluation of investment into the transportation system. CAMPO will work with NDOT to establish the required targets needed to meet performance measure objectives and federal requirements. **CAMPO's 2040 Regional Transportation Plan has been amended to incorporate required safety targets. Appendix A documents targets and supporting material.**



Excerpt from Chapter 2

Chapter 2: Goals, Objectives, and Performance Measures

This chapter contains adopted goals, objectives, and performance measures for this transportation plan. The purpose of these goals, objectives, and performance measures are to help guide and evaluate investment into the Carson Area transportation network. Public comment, previous goals from CAMPO's 2035 Regional Transportation Plan, and new federal legislation were leading factors in the development of the goals, objectives, and performance measures below:

Goals

- **Increase the safety of the transportation system for all users**
- **Maintain a sustainable regional transportation system**
- **Increase the mobility and reliability of the transportation system for all users**
- **Maintain and develop a multi-modal transportation system that supports economic vitality**
- **Provide an integrated transportation system**

Objectives and Performance Measures

Initiated with the previous transportation bill, MAP-21, and continued with the FAST Act, federal law now requires MPOs to establish and track performance measures. Commonly referred to as performance based planning and programming, the established performance measures are intended to help assess the effectiveness of investment into the transportation network. The objectives and performance measures in this plan support one of the plan's five goals. Additionally, the objectives and performance measures have been developed through coordination with state and regional planning partners to allow for statewide consistency and comparison.

In addition to the establishment of performance measures, this plan provides baseline figures for future evaluation. The carefully selected objectives and performance measures were chosen based on data that is consistent and readily available. The objectives for this plan are believed to be realistic and measurable.

The Safety Performance Management Final Rule adds Part 490 to title 23 of the Code of Federal Regulations to implement performance management requirements including specific safety performance measures for the purpose of the Highway Safety Improvement Program (HSIP). Together, these regulations will improve data, foster transparency and accountability, and allow Federal investments in safety improvements. The Nevada Department of Transportation (NDOT) first established their statewide targets on August 31, 2017. MPO's are required to establish their targets each year within 180 days of establishment of NDOT's targets. CAMPO's 2040 Regional Transportation Plan has been amended to incorporate required safety targets. Appendix A documents targets and supporting materials.

